

CAP PILOT FLIGHT EVALUATION - AIRPLANE

DATE OF CHECK:

MEMBER'S NAME (print or type)	CAP MEMBER EXP DATE	CHARTER NO	AIRCRAFT
TYPE CHECK: (Check all satisfactorily completed flight checks) Initial _____ Instructor/Check Pilot _____ Night Orientation _____ Aircraft Checkout _____ Recurrency _____ Multi-Engine _____ Instrument _____ Other _____ Annual Standardization _____ Cadet Orientation _____ FAA BFR/AFR _____			
INSTRUCTIONS Section I. and II. may be completed separately within a 30-day period before the flight check. All items for the appropriate type check must be completed indicating S - Satisfactory, U - Unsatisfactory or V - Verbally. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Night orientation is for familiarization only and required only at the discretion of wing commanders or higher. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment, and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation. Tolerances specified in the appropriate FAA Practical Test Standards represent the minimum performance expected in good flying conditions. Individuals holding an instrument rating or ATP certificate are required to demonstrate instrument proficiency on a CAPF 5 flight check or be restricted from exercising instrument privileges on CAP flight activities.			
I. ORAL DISCUSSION		VII. INSTRUMENT REFERENCE MANEUVERS	
A. CAPF 5 Written Exam		A. Straight & Level Flight	
B. Review CAPR 60-1 & Supplements		B. Constant Airspeed Climbs	
C. Review Flight Release Procedures		C. Constant Airspeed Descents	
D. Review CAPF 9 Requirements		D. Turns To A Heading	
E. Local Procedures		E. Unusual Flight Attitudes	
II. PREFLIGHT PREPARATION		F. Radio Nav & Radar Services	
A. Certificates & Documents		VIII. FLIGHT AT CRITICALLY SLOW AIRSPEEDS	
B. Obtaining Weather Information		A. Full Stalls - Power Off	
C. Determine Weight & Balance		B. Full Stalls - Power On	
D. Determine Takeoff Performance		C. Maneuvering At Crit Slow Airspeed	
E. Determine Cruise Performance		D. Constant Altitude Turns	
F. Determine Landing Performance			
G. Cross-country Flight Planning		IX. GROUND REFERENCE MANEUVERS	
H. Airplane Systems		A. Rectangular Course	
I. Aeromedical Facts Understanding		B. S - Turns Across A Road	
III. GROUND OPERATIONS		C. Turns Around A Point	
A. Visual Inspection		X. NIGHT FLIGHT OPERATIONS	
B. Cockpit Management		A. Preparation & Equipment	
C. Starting Engines		B. Night Flight Procedures	
D. Taxiing		C. Factors Essential To Night Flight	
E. Pre-takeoff Check		D. Airplane & Airport Lighting	
F. Takeoff Briefing		XI. EMERGENCY PROCEDURES	
G. Post-flight Procedures		A. Emergency Approach & Landing (sim)	
IV. AIRPORT & TRAFFIC PATTERN OPS		B. System & Equipment Malfunction	
A. Radio Comm & ATC Light Signals		C. POH Bold Face Knowledge	
B. Traffic Pattern Operations		D. Emergency Descent	
C. Airport & Runway Markings & Lighting		XII. APPROACHES & LANDINGS	
V. TAKEOFF & CLIMBS		A. Normal Approaches and Landings	
A. Normal Takeoff & Climb		B. X-wind Approaches and Landings	
B. Crosswind Takeoff & Climb		C. Forward Slips to Landing	
C. Short-field Takeoff & Climb		D. Go-around	
D. Soft-field Takeoff & Climb		E. Short-field Approach & Landing	
VI. CROSS-COUNTRY FLYING		F. Soft-field Approach & Landing	
A. Pilotage & Dead Reckoning		XIII. SAFETY AWARENESS	
B. Radio Navigation		A. Clearing Turns	
C. Diversion		B. Vigilance	
D. Lost Procedures		C. Fuel Management	

XIV. INSTRUMENT PROFICIENCY		F. Determine Weight & Balance	
A. Ground Prep (WX, AC systems, Flt Plan)		G. Normal & Crosswind Takeoffs	
B. Air Traffic Procedures		H. Normal Climbs	
C. Compliance with ATC Clearances		I. Maximum Performance Takeoff & Climb	
D. Holding Procedures		J. Flight at Critically Slow Airspeed	
E. Flight By Reference to Instruments		K. Emergency Procedures	
F. Recovery from Unusual Attitudes		(1) System & Equipment Malfunctions	
G. Intercept & Tracking (VOR & NDB)		(2) One-engine Operation	
H. Instrument Approach Procedures		(3) Engine Failure/Takeoff Below VMC	
ILS/MLS Approach		(4) Engine Failure/After Liftoff	
VOR/VORTAC Approach		(5) Engine Failure/En Route	
NDB Approach		(6) Engine Out Maneuvering	
Circling Approach		(7) Approach & Landing	
Missed Approach		(8) Minimum Controllable A/S Demo	
XV. MULTI-ENGINE PROCEDURES		(9) Instrument Flight Procedures	
A. Airplane Systems and Operation		(a) Single-engine Precision Approach	
B. Use of Minimum Equipment List		(b) Single-engine Non-prec Approach	
C. Determine Takeoff Performance		(c) Single-engine Circling Maneuver	
D. Determine Cruise Performance		(10) Normal & Xwind Approach/Landing	
E. Determine Landing Performance		(11) Go-around	
<p>REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)</p> <p>FAA Pilot Certificate No: _____ FCC Radio Telephone Permit Date (If Applicable): _____</p> <p>FAA _____ Class Medical, Issue Date: _____ FAA BFR DATE: _____</p>			
<p>I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.</p>			
DATE	MEMBER'S NAME & GRADE (Print or Type)		MEMBER'S SIGNATURE
<p>I certify that I have administered a CAP flight check as indicated and that the below named CAP member:</p> <p>_____ Has demonstrated proficiency required to fly the indicated aircraft.</p> <p>_____ Has demonstrated proficiency required to be a cadet orientation pilot.</p> <p>_____ Has demonstrated instrument proficiency.</p> <p>_____ Is not qualified. Requires additional training and recheck.</p>			
<p>COMMENTS:</p> 			
DATE:	FLIGHT TIME:	EVALUATOR'S NAME & CERT NO:	EVALUATOR'S SIGNATURE:
NAME & GRADE OF UNIT OPERATIONS OFFICER:		SIGNATURE:	DATE:

STATEMENT OF UNDERSTANDING

1 January 1992

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, *Flying, CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1 and CAPR 62-2, *Safety, Mishap Reporting and Investigation*. I understand the provisions of CAPR 62-2 and CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

Signature

Date

NOTE: A copy of this statement will be retained in the pilot's flight records.

AIRPLANE QUESTIONNAIRE

Name _____ Grade _____ CAPSN _____ Unit _____ Date _____
Check Pilot _____ Grade _____ CAPSN _____ Score _____ Type/Model Acft _____

Complete this open book questionnaire using the *Flight Manual/Pilot's Operating Handbook*. If a question or part of a question is not applicable, write in NA. The check pilot will review and grade the questionnaire. Minimum passing score is 80%. The completed questionnaire will be filed in the pilot's flight records.

1. Approved fuel grades and colors are: _____
2. Location/capacity of each fuel tank is: _____
3. Total usable fuel under all flight conditions is _____ gallons.
4. Endurance at 75% power, 7,500-foot MSL, with a 45-minute reserve is _____ hours.
5. What make and grade oil is used? Winter _____ Summer _____
6. Oil capacity is _____ quarts. Minimum oil quantity for takeoff is _____ quarts.
7. Minimum oil pressure is _____ psi. Maximum oil pressure is _____ psi.
8. Maximum oil temperature is _____ degrees (F or C) _____
9. Magnetos are checked at _____ RPM. RPM drop should not exceed _____ RPM on either magneto or _____ RPM differential between magnetos.
10. Maximum RPM and MP for takeoff are _____ and _____ in/Hg.
11. Maximum gross takeoff weight is _____ pounds. Empty weight is _____ pounds.
Useful load is _____ pounds. Maximum landing weight is _____ pounds.
12. Baggage compartment locations/weights are: _____
13. Give the IAS at maximum gross weight for:
 - a. V_a (maneuvering speed) _____
 - b. V_{so} (stall, landing config, power off) _____
 - c. V_{s1} (stall, cruise config, power off) _____
 - d. V_y (best rate of climb, sea level) _____
 - e. V_x (best angle of climb, sea level) _____
 - f. V_{mc} (minimum control speed - multi-engine only) _____
 - g. Best glide speed _____
14. Give the immediate action/memory items for:
 - a. Engine failure immediately after takeoff: _____
 - b. Fire during cranking and engine fails to start: _____
 - c. Engine fire in flight: _____
 - d. Electrical fire in flight: _____
15. Normal takeoff flap setting is _____, short field takeoff setting is _____, and soft field takeoff flap setting is _____.
16. Maximum demonstrated takeoff/landing crosswind component is _____ knots.
17. Given: PA = 4,000 feet; Temp = 86° F; Runway 27; Wind 320° at 14 knots; runway is paved, level, and dry; aircraft is at maximum takeoff weight.
Find: Total takeoff distance to clear a 50-foot obstacle _____.
18. Given: PA = 6,000 feet; Temp = 68° F; wind calm; runway is paved, level, and dry; aircraft is at maximum landing weight.
Find: Total landing distance to clear a 50-foot obstacle _____.
19. Landing runway 22; wind 190° at 22 gusting to 30 knots. Will the maximum demonstrated crosswind component for this aircraft be exceeded? _____

ANNUAL CAP FORM 5 WRITTEN EXAMINATION

JAN 1999

(ALL TESTS PRIOR TO JAN 1999 ARE OBSLETE)

Circle the correct answer

1. What is an Air Force assigned mission? (CAPR 60-1)
 - a. A mission that is reimbursable.
 - b. A mission that is non-reimbursable.
 - c. A mission that may either be reimbursable or non-reimbursable.
2. What is a CAP corporate mission? (CAPR 60-1)
 - a. A CAP-USAF approved mission performed by CAP.
 - b. Any HQ CAP-USAF assigned mission flown under an Air Force mission number.
 - c. Any HQ CAP approved mission performed by CAP, which is not an Air Force assigned mission.
3. HQ CAP-USAF/DOF applies for a corporate aircraft, military landing permit each year with the Air Force, Army, and Navy. This permit is for official CAP business only. A landing request for a non-Air Force directed mission, using a corporate aircraft, must be made with: (CAPR 60-1)
 - a. The military organization being supported.
 - b. The appropriate CAP LO and the organization being supported, 45 days in advance.
 - c. The organization being supported and the appropriate CAP LO, 5 days in advance.
4. Which of the following is a prohibited use of CAP aircraft? (CAPR 60-1)
 - a. Dropping an object from the aircraft to prevent loss of life.
 - b. Formation flying authorized by the wing commander.
 - c. Assistance to law enforcement, as provided for in CAPR 55-1.
5. Can a pilot who is involved in an aircraft mishap while on a CAP flight activity participate as a mission observer in subsequent missions while waiting for the results of the mishap investigation? (CAPR 60-1)
 - a. No, he may not participate in any CAP flight activity.
 - b. Yes, as long as he is not the pilot-in-command.
 - c. Yes, with the Region Commanders written authorization.
6. You have a request from the local non-FAA control tower for a CAP operations familiarization flight. Can you do it? (CAPR 60-1)
 - a. Yes, as long as the passenger is an FAA certified controller.
 - b. Yes, as long as the passenger is a local controller, certified by the State aviation commission or the FAA.
 - c. No, the controller has to be certified and working as an FAA employee at an FAA operated tower.

7. Your CG limits at 2450 lb. Takeoff gross weight are between 39.38 (forward) and 47.30 (aft). Is the following aircraft within weight and CG limits? (AC 61-23B)

	Weight	Arm	Moment
Empty weight	1,685	39.47	
Usable Fuel (50 gal)	300	48.00	
Front Seat	350	37.00	
Rear Seat		73.00	
Baggage	<u>115</u>	<u>95.00</u>	_____

- a. Yes
- b. No

8. A CAP crew day begins: (CAPR 60-1, Chg 1)

- a. When reporting for CAP duty or work which ever occurs first.
- b. When the CAP member reports for CAP duty or 1 hour before the start of the first flight, which ever occurs first.
- c. After a period of 12 hours of crew rest as long as the ORM concept is considered.

9. You want to offer a ride to a cadet, on a flight to a Wing conference. What approval do you need? (CAPR 60-1)

- a. Approval from the unit commander and the PIC has to be cadet orientation pilot qualified.
- b. Approval from the wing commander and the PIC needs to be at least transport mission pilot qualified.
- c. No approval is necessary as long as the PIC is cadet orientation pilot qualified.

10. You have a current CAPF 5 in a Cessna 172. Can you fly a member furnished Cessna 150 on a CAP flight activity without an initial CAPF 5 flight check in that type of aircraft? (CAPR 60-1)

- a. Yes, since each aircraft is manufactured by Cessna, the Cessna 172, CAPF 5 would be sufficient.
- b. No, an initial CAPF 5 flight check must be satisfactorily completed prior to flying the Cessna 150 on a CAP flight activity.
- c. No, because the Cessna 150 and 172 are in different groups as depicted in CAPR 60-1, Table 3-1.

11. You have an initial CAPF 5 in the Cessna 182, Cessna 206, and Blanik L-23 sailplane. What are the aircraft questionnaire requirements in conjunction with your annual standardization flight evaluation in the Cessna 206?(CAPR 60-1)

- a. You need to complete a questionnaire for aircraft in the airplane category only.
- b. You need to complete a questionnaire for only the Cessna 206.
- c. You need to complete a questionnaire for each aircraft you are authorized to fly.

12. You just received an initial CAPF 5 flight check in your PA28-181 Archer. Can you fly your buddy's PA28-140 at the upcoming SAR evaluation without a flight check in type? (CAPR 60-1)

- a. Yes, an initial checkride in the PA28-181 satisfies the initial checkride requirement for the PA-28 140.
- b. No, an initial check ride has to be completed in each type of aircraft.
- c. No, the PA 28-140 is in group 1 and the PA 28-181R is in group two.

13. Your annual checkride is due on the 31st of the month and you have scheduled a checkride at a wing sponsored checkride clinic to be held on the 25th of the month. Who must ensure the flight release is obtained for the checkride. (CAPR60-1)

- a. You as the pilot-in-command must obtain the flight release.
- b. The flight clinic organizer is responsible for the flight release.
- c. Since the check pilot is the pilot-in-command, he/she has to obtain the flight release.

14. As a CAP pilot you must furnish documentation and information to establish your initial and recurring CAP pilot qualification to: (CAPR 60-1)

- a. The wing headquarters.
- b. Your unit of assignment.
- c. The region, wing and unit headquarters in accordance with CAPR 60-1.

15. What is the change status of CAPR 60-1, dated 1 August 1998. (CAPR 60-1)

- a. Change 2 is current as of 25 Mar 1998.
- b. Change 2 is current as of 23 Nov 1998.
- c. Change 1 is current as of 23 Nov 1998.

16. What is the description of mission symbol B17? (CAPR 60-1)

- a. 911T missions.
- b. Cadet flights: training, flight encampments/academies, cadet encampments, IACE.
- c. Mission pilot proficiency flights and SAR/DR training IAW CAPR 50-15.

17. You are flying a cadet orientation flight at a weekly cadet gathering. What mission symbol should you use? (CAPR 60-1)

- a. A6, as long as the cadet orientation flight is being reimbursed.
- b. B16, since the flight is in conjunction with a cadet activity.
- c. B15, when flown IAW the CAPF 77.

18. You are flying a FEMA mission in support of a nationally declared disaster, using an FEMA mission number. What mission symbol should you use? (CAPR 60-1)

- a. A2, since the since this is a nationally declared disaster.
- b. B10, since you are working for FEMA with a FEMA mission number.
- c. B13, since National headquarters has an MOU with FEMA.

19. You are a mission pilot who has flown 10 hours of actual SAR work and two hours of proficiency flying within the first 20 days of the month. You have planned a 2 hour proficiency flight IAW CAPR 60-1, attachment 11, on the last day of the month. What mission symbol should you release the flight under? (CAPR 60-1)

- a. C1, since you have flown more than 4 hours of SAR flying.
- b. B18, since you are practicing for your CAPF 5 flight evaluation.
- c. B12, since you have not exceeded 4 hours of proficiency.

20. You are a CAP pilot who is not mission qualified. You are planning a proficiency flight to practice landings in preparation for your annual CAPF 5 flight evaluation. What mission symbol should you release the flight under? (CAPR 60-1)

- a. C1, since your flight is not designated as a USAF assigned mission.
- b. C3, since your flight is other than USAF assigned.
- c. B18, since you are practicing for your CAPF 5 flight evaluation.

21. You are flying the wing inspector general (IG) to a location so he may perform a CAPR 60-2 inspection. The mission has been approved by the wing commander, but not the CAP-USAF Liaison Region. Can the flight be released under the A5 mission number? (CAPR 60-1)

- a. No
- b. Yes
- c. Only if the CAP Region Commander approves.

22. CAPR 60-1 changes from time to time. Who has the responsibility for ensuring you know and comply with these changes? (CAPR 60-1)

- a. The office of primary responsibility (OPR).
- b. HQ CAP/DOV.
- c. You, the individual CAP pilot, as agreed to in the statement of understanding.

23. What advanced preparation must you do prior to your annual flight check? (CAPR 60-1)

- a. Complete the CAPF 5 written examination within 120 days, complete identifying information on a blank CAPF 5, complete an aircraft questionnaire on all aircraft the CAP pilot is authorized to fly.
- b. Complete the CAPF 5 written examination within 90 days, complete identifying information on a blank CAPF 5, complete an aircraft questionnaire on all aircraft the CAP pilot is authorized to fly.
- c. Complete the CAPF 5 written examination within 180 days, complete identifying information on a blank CAPF 5, complete an aircraft questionnaire on all aircraft the CAP pilot is authorized to fly.

24. You completed section I and II of a CAPF 5 flight evaluation prior to being weather cancelled for the flight portion of your evaluation. How long is that oral good for. (CAPR 60-1)

- a. It has to be re-accomplished.
- b. 120 days.
- c. 30 days.

25. Your check pilot has you demonstrate imminent power off stalls. Does that maneuver fulfill the power off stall requirement of the CAPF 5? (CAPR 60-1)

- a. Yes
- b. No
- c. Yes, as long as imminent power on stalls and accomplished.

26. Where do you certify that you have read and understand all applicable FAA, CAP, and state regulations pertaining to flying? (CAPR 60-1)

- a. On the CAPF 5.
- b. On the statement of understanding.
- c. On both the statement of understanding and the CAPF 5.

27. CAP aircraft are “public use” and therefore are not bound by FARs. (CAPR 60-1)

- a. True.
- b. False.
- c. True during Air Force assigned missions, False during corporate missions.

28. You are flying a Salvation Army approved, reimbursed transportation flight from point A to B. What FAA ratings do you need in accordance with our current FAR exemptions? (CAPR 60-1)

- a. Commercial, instrument, multi-engine with a second class medical certificate.
- b. Commercial, instrument, with a second class medical rating and 500 hours PIC time.
- c. Commercial, instrument, with a second class medical rating.

29. In accordance with CAP’s FAR exemption concerning the reimbursement of private pilots, which is not an allowed reimbursement? (CAPR 60-1)

- a. Per Diem in conjunction with a SAR mission prior to 28 May 98.
- b. Reimbursement for member furnished aircraft.
- c. Reimbursement for fuel.

30. What CAP form is used to release the flight and identify the pilot-in-command? (CAPR 60-1)

- a. CAPF 83
- b. CAPF 99
- c. CAPF 5

31. Compute and present to the check pilot a weight and balance for you checkride using the evaluation aircraft and the weight of the check pilot. (If check pilot weight is not known use 180 lbs and update prior to the flight check.)

32. Compute takeoff and landing distance for the evaluation aircraft immediately prior to the checkride using current conditions.

ADMINISTRATION OF CAP FORM 5 FLIGHT CHECKS

CAPR 60-1 requires specific actions and steps be taken for the successful completion of a CAPF 5 flight check. The following guidelines are provided to assist in the administration of CAPF 5 flight checks. Their purpose is to standardize the administration of flight checks throughout CAP, enable all check pilots and applicants to clearly understand what is expected of them during a flight check.

1. Advance Preparation. The applicant shall:

a. Unless satisfactorily accomplished as part of CAPF 5 flight check within the preceding 12 months, complete the CAPF 5 written examination.

(1) This examination is a take home, open book review of FAA and CAP flight procedures. The applicant is expected to refer to the applicable regulations and procedures in accomplishing this examination.

(2) The completed and graded examination (80% minimum score required) is presented to the check pilot who will administer the remainder of the flight check. The flight check must be accomplished within 90 days of the date on which the written examination is completed. The examination may be taken on-line from the HQ CAP web page.

b. Obtain a blank CAPF 5 and complete the identifying information. A copy of the Attachment 6 or 7 is acceptable.

c. For an annual standardization flight evaluation, complete an airplane or glider questionnaire for all aircraft the CAP pilot is authorized to fly. Other evaluations require a completed aircraft questionnaire for the aircraft used during the flight evaluation.

d. Contact an authorized CAP check pilot to schedule the flight check.

2. Preflight. At the time of the flight check:

a. The applicant shall:

(1) Obtain a flight release for the flight check from a designated flight release officer and inform the check pilot of the release (the applicant is pilot-in-command unless specific circumstances dictate the check pilot function as such for a portion or all of the flight). (If the check pilot is to function as the pilot-in-command, the check pilot will obtain the flight release.)

(2) Wear an appropriate CAP uniform.

(3) Present the following items to the check pilot:

(a) Completed and graded CAPF 5 written examination or evidence that it has been satisfactorily accomplished within the preceding 12 months.

(b) Complete aircraft questionnaires in accordance with 1.c. above.

(c) Partially completed (identifying data) CAPF 5.

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(f) Aircraft log books (or other evidence to verify the airworthiness status) for the airplane used for the flight check.

b. The check pilot shall:

(1) Verify an appropriate CAP uniform is worn by both the applicant and check pilot.

(2) Obtain the following documents from the applicant:

(a) A completed and graded CAPF 5 written examination, if applicable (see paragraph 3-5.f.)

(b) CAPF 5 with identifying data entered.

(c) Completed aircraft questionnaire(s).

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(2) Review the CAPF 5 written examination and discuss incorrect answers or obvious problem areas. For flight checks in a particular aircraft type, review the aircraft questionnaire and ensure the applicant has a thorough knowledge of the aircraft, its operating limitations, procedures, performance, loading and systems.

(3) Proceed with the flight check by accomplishing an oral review of those items on the CAPF 5 that cannot be accomplished in flight. The appropriate items shall be marked "V" to indicate verbal discussion.

(4) Question the applicant on any material related to the flight check deemed necessary to determine the qualifications of the applicant.

(5) Verify the aircraft to be used is in an airworthy condition and that all required documents are in order.

3. In-Flight Evaluation.

a. The applicant is usually pilot-in-command unless specific circumstances require the check pilot to function as such for a portion of the flight. Any such conditions will be clearly discussed and agreed to prior to conducting the flight check. If circumstances require the check pilot to assume command of the aircraft during the flight check to prevent a dangerous situation, the flight check shall be considered unsatisfactory and immediately terminated.

b. The check pilot will observe the applicant accomplish requested flight maneuvers and demonstrations in accordance with the criteria contained in the appropriate FAA Pilot Practical Test Standards without assistance from the check pilot. The check

pilot may exercise some discretion in providing limited instruction to correct minor deficiencies observed, however, such activity will be restricted to a few minor items. Numerous deficient areas and unfavorable trends are evidence of substandard pilot proficiency and will be considered evidence of unsatisfactory performance.

c. For applicants holding an instrument rating or ATP certificate and desiring to exercise instrument privileges on CAP flight activities, the check pilot will observe the applicant demonstrate instrument proficiency during at least partial panel unusual attitude recovery, holding patterns, and at least one instrument approach. Additional demonstrations can be required by the check pilot if considered necessary to demonstrate an acceptable level of instrument proficiency. (This minimum instrument proficiency demonstration is NOT intended to satisfy the requirements for an instrument competency check.) A FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check may satisfy the requirement.

4. Post-Flight - Review and Documentation.

a. The check pilot shall:

(1) Review the applicant's performance during the flight check and discuss any comments or suggestions.

(2) Complete the appropriate entries on the CAPF 5. Any notations or limitations should be entered in the remarks section. Once the check pilot indicates the flight check is begun, a completed CAPF 5 is required.

(3) Return the completed CAPF 5, aircraft questionnaire (if applicable), and written examination (if applicable) to the applicant for copying and distribution as necessary.

b. If the flight check is unsatisfactory, the applicant shall be informed as to the specific unsatisfactory items. These items shall be noted on the CAPF 5. The check pilot shall return all documents to the applicant. The applicant should be reminded that he/she is required to accomplish the recheck with the same check pilot unless that check pilot agrees to another. Advise the applicant what is necessary to prepare for retaking the flight check and make any necessary arrangements for scheduling it. Ensure the respective wing standardization/evaluation officer and the appropriate wing commander are notified of the failure.

c. Applicants who believe improprieties existed in the administration of their flight check should contact their unit commander to discuss the matter. If the unit commander agrees that a complaint is justified, the standardization/evaluation officer of the wing in which the flight check was given is provided the necessary details concerning the complaint. Any such situations shall be promptly investigated by the standardization/evaluation officer. A report to the unit commander relating the complaint will be provided within 10 days. The unit commander shall notify the applicant of the disposition of the complaint. The decision of the responsible wing standardization/evaluation officer regarding the proper conduct of a flight check is final.